

AGC/WSDOT Structures Team Meeting

December 7, 2001

9:00 AM –12:00 PM NWR Corson Avenue Facility

Attendees:	Company	Phone	E-mail
Tom Madden	WSDOT	206-768-5861	maddent@wsdot.wa.gov
Barry Brecto	FHWA	360-753-9482	BarryBrecto@fhwa.dot.gov
Ralph Robertson	WSDOT-Eastern	509-324-6021	Robertr@wsdot.wa.gov
Ron Lewis	WSDOT	360-705-7827	LewisR@wsdot.wa.gov
John Quiggs	Quigg Bros.	360-533-1531	JohnQ@QuiggBros.com
Kevin Parrish	Mowat Constr.	425-398-0205	kevinp@mowatco.com
Charlie McCoy	Atkinson Const.	425-255-7551	cmcco@Atkn.com
Karsten Olson	Max J. Kuney	509-535-0651	karsten@maxkuney.com
John VanLund	WSDOT	360-705-7217	vanlunj@wsdot.wa.gov
Steve Roark	WSDOT	360-753-3633	roarks@wsdot.wa.gov
M. Sheikhezadeh	WSDOT	360-705-7828	sheikhm@wsdot.wa.gov
Dan Leachman	Kiewit Const. Co	425-255-8333	dleachman@kiewit-pbd.com

The October 26, 2001 minutes were approved with no changes. Ron Lewis introduced our new member Steve Roark.

1. Cold Weather Concrete Specifications (Std. Specs. 6.05.3)

The new draft Specification was approved. It will be added to the amendments to the Standard Specifications in all contracts advertised after January of 2002.

2. Nolan Creek Preliminary Plans

John VanLund passed out a copy of the Nolan Ck preliminary design for feedback. The proposed steel plate girder design features high performance steel and full depth pre-cast deck panels post tensioned together. The 179' single span will be erected with one temporary support and field splice. The group offered the following suggestions:

- Allow for two optional field splices
- Lock in three panels at mid span, complete placement of all panels then post-tension
- Investigate and secure any permits necessary for placement of crane pads and temporary bents at river banks.
- Use structural tubing and steel posts for the traffic barrier
- Perform the south abutment grading in a dry season

3. Construction Joints with Roughened Surfaces (Std. Specs. 6-02.3(12))

This is a continuation of previous discussions about revisions to this spec deleting the 6 mm amplitude. Would a high-pressure water blast to expose the aggregate in the concrete be adequate to address design requirements?

Action item: Ron Lewis will work on this spec and present it to the group at the next scheduled meeting.

4. Tension Controlled Bolts (Std. Specs. 6-03.3(33))

Action item: Kevin Parish will arrange for a presentation by an industry expert at a future meeting.

5. Deck Shear key Details at Intermediate Crossbeams

Ron Lewis distributed the current details for deck shear key details at intermediate raised crossbeams. Placement of this shear key is difficult in the field. Ron proposed replacing it with a 1 ½" X 1 ½" key below the bottom deck rebar mat. The consensus is to delete the key and the 1" fillet lip and place a roughened construction joint in the deck at the fillet end.

Action Item: Ron Lewis will pursue adoption of this proposal through the Bridge Design Office.

6. Wet Setting of Anchor Bolts in Noise Wall Shafts

Karsten Olsen expressed a concern regarding inconsistent administration of anchor bolt wet setting in noise wall shaft supports. Adoption of the following statement as a GSP in future jobs will address his concerns:

"Install anchor bolts in a template into concrete prior to the initial concrete set. Vibrate shaft concrete immediately after anchor bolt installation"

Action Item: Ron Lewis will add this statement to the noise wall GSP.

7. Goals and Accomplishments

Ron solicited ideas from the group for what some of the AGC structures group goals are. We need to identify what our goals are so accomplishments can be measured. Some ideas were:

- Review for constructability (value engineering) to save time and money
- Elimination of areas of conflict
- Understanding the other side
- A forum for exchange of ideas for improvements

Action Item: Ron Lewis will compile a list for adoption at the next meeting

8. Form Liners

Allowing for feature strips and splicing of form liners.

Action Item: Invite Alex Young to a future meeting to discuss the proposal?

9. Slip Forming Barriers With Junction Boxes

There were some concerns about the junction box recesses exceeding the 1/2" allowed in plans when slip forming is used to construct traffic barriers. Suggestions were to use a cover plate when the recess is excessive.

10. Next Meeting Jan. 25, 2002, 9:00 AM Corson Ave. Facility

Power point presentation on the Alaska Way by Tom Madden